

To: 'Owens, Linda'[Linda.Owens@leg.wa.gov]; SWENDDAL, KRISTIN (DNR)[KRISTIN.SWENDDAL@dnr.wa.gov]; 'Wilburn, Gary'[Gary.Wilburn@leg.wa.gov]; Hass, Todd (PSP)[Todd.Hass@psp.wa.gov]
Cc: Rolfes, Christine[Christine.Rolfes@leg.wa.gov]; Dunkin, Alicia (DNR)[Alicia.Dunkin@dnr.wa.gov]
Bcc: Byers, David (ECY)[DBYE461@ECY.WA.GOV]
From: FERRIS, MELISSA (DNR)
Sent: Sat 11/10/2012 12:37:20 AM
Subject: How much will the vessel removals cost?

Linda & Gary,
You asked, how much will removing all of the derelict vessels cost?

I've spent the better part of yesterday and today looking at that elusive estimate (while fielding calls on 3 new boats that weren't previously on our list that sunk this week). While I was (b) (6) my staff estimated around \$6.5 million by applying some cost estimates that were developed in 2005 to our current list. I mined our 10 years of project cost data to come up with a more accurate estimate and came up with the following:

For the vessels on the list that are under 100': \$2,850,000
For the vessels on the list that are over 100' but under 200': \$13,340,000
For the vessels not yet on the DVRP list, but that we are tracking as future problems (through our land management and leasing): \$5,130,000
Total: \$21,320,000

For the four vessels that I track that are too big for the program but that are likely to forever decay where they sit: \$10,000,000—these would require different authority or special legislative permission to remove (specifically the ferries *Kalakala* and *Olympic*, WWII hydrofoil *Plainview*, barge *Pebbles*).

My main caveats on this data are:

- The list is a snapshot in time. This estimate covers the vessels we know about now. There are new ones all the time.
- Some of the smaller vessels will be taken care of by the Jobs Now Act funding that we are currently spending but many more are also being identified through this process.
- The estimates were calculated based on averages from previous removals and not vessel-specific estimates, except for the *Kalakala* and the *Olympic*.
- Estimates assume that each vessel is done individually and not as part of a batch of vessels. Batching is more cost effective and we are experimenting with this approach using the Jobs Now funding. The DVRP prioritization used for funding from DVRA can conflict/interfere with the ability to batch vessel removals.

Regarding the idea of paying someone to assess the vessels for a better cost estimate:

We hired Global Diving & Salvage to develop detailed cost estimates and removal options for the sunken drydocks in Lake Washington in 2007 for the purposes of legislative scoping for about \$8,000. I'm sure that we could do something similar again. The cost will depend on the level of detail we want out of it and the number of vessels. I will ask around for what that might cost.

As Kristin noted, since we do not have custody of any of the larger vessels on the list right now, DNR has no authority to board the vessels or authorize a contractor to board the vessels for this purpose so the scope would be limited to what can be calculated from outside the vessels, from the vantage point of public property, and using information gleaned from existing vessel records, US Coast Guard boardings and input from owners. This is particularly true for the vessels located on private property. Ecology also has no authority to board most of them (something we hope to change this session) unless a pollution threat is ongoing or very likely. We know a fair amount about the condition of most of the vessels from previous USCG boardings

(some done with Ecology), but their level of inspection varies greatly depending on the other threats the vessel poses. If you would like I can put together a summary of what information we have on each large vessel.

Have a great weekend. Please let me know if you have any other questions.

Melissa Ferris

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From: Owens, Linda [mailto:Linda.Owens@leg.wa.gov]
Sent: Friday, October 19, 2012 8:15 AM
To: SWENDDAL, KRISTIN (DNR); Wilburn, Gary; Hass, Todd (PSP)
Cc: FERRIS, MELISSA (DNR); Rolfes, Christine
Subject: RE: DVRP Policy Dialogue with DNR

This sounds like a really good idea, Gary. I think that information alone would be well worth the effort and cost.

*Linda Owens
Legislative Assistant for
Senator Christine Rolfes
23rd Legislative District
Olympia: 360/786-7644*

From: SWENDDAL, KRISTIN (DNR) [mailto:KRISTIN.SWENDDAL@dnr.wa.gov]
Sent: Thursday, October 18, 2012 5:27 PM
To: Wilburn, Gary; Owens, Linda; Hass, Todd (PSP)
Cc: FERRIS, MELISSA (DNR); Rolfes, Sen. Christine
Subject: RE: DVRP Policy Dialogue with DNR

Let me check with staff and see if this might work. Access is one issue, time to get out to each of the boats is another, but I think the idea has merit.

I'll follow up tomorrow.

Kristin Swenddal

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From: Wilburn, Gary [mailto:Gary.Wilburn@leg.wa.gov]
Sent: Thursday, October 18, 2012 5:03 PM

To: SWENDDAL, KRISTIN (DNR); Owens, Linda; Hass, Todd (PSP)
Cc: FERRIS, MELISSA (DNR); Rolfes, Christine
Subject: RE: DVRP Policy Dialogue with DNR

Just a thought here – looks like there are about 20 vessels on this list over 100 feet, and we know that in general the larger vessels pose the greater risk and thus potentially greater removal/response costs.

If measures were taken to gain access to these vessels for a more thorough estimate of the vessel's condition and removal costs (ie, what oil, hazardous substances, asbestos on board, what challenges for deconstruction either at the site or towing to a facility, etc.) how much would it cost for the right kind of expertise to do such a survey?

It seems like if we could get a better estimate of potential costs through a survey that averaged \$2500 per vessel, it might be a good investment of \$50,000. The funding for vessels to get immediate DVRP attention could be far more targeted in that event.

From: SWENDDAL, KRISTIN (DNR) [<mailto:KRISTIN.SWENDDAL@dnr.wa.gov>]
Sent: Wednesday, October 17, 2012 11:19 AM
To: Owens, Linda; Hass, Todd (PSP)
Cc: FERRIS, MELISSA (DNR); Rolfes, Sen. Christine; Wilburn, Gary
Subject: RE: DVRP Policy Dialogue with DNR

Hi Linda,

We have an estimate based upon the average cost per foot to remove boats from data gathered in 2005. Using the 2005 Estimated Vessel Removal Costs we totaled the cost per vessel. As I said before, this number does not completely capture the other costs (variables) that can occur. For example the Northern Retriever 186 ft (GH03-001) itemized cost recovery was \$855,658.00.

I've attached the spreadsheet which also gives you information on the size of vessels on our list. Note that this total and our estimate was based on 209 vessels since we did not have lengths on 24 boats.

Please feel free to give me a call if you have any questions.

Kristin

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From: Owens, Linda [<mailto:Linda.Owens@leg.wa.gov>]
Sent: Tuesday, October 16, 2012 12:21 PM
To: SWENDDAL, KRISTIN (DNR); Hass, Todd (PSP)
Cc: FERRIS, MELISSA (DNR); Rolfes, Christine; Wilburn, Gary

Subject: RE: DVRP Policy Dialogue with DNR

Hi Melissa and Kristin,
I am just checking in to see how you are progressing with the estimate.

Regards,

*Linda Owens
Legislative Assistant for
Senator Christine Rolfes
23rd Legislative District
Olympia: 360/786-7644*

From: Owens, Linda
Sent: Thursday, September 06, 2012 12:49 PM
To: 'SWENDDAL, KRISTIN (DNR)'; Hass, Todd (PSP)
Cc: FERRIS, MELISSA (DNR); Rolfes, Sen. Christine; Wilburn, Gary
Subject: RE: DVRP Policy Dialogue with DNR

Thank you.
We appreciate that this is difficult and complex; we certainly do not expect an individual assessment for all 220 vessels but a ball park estimate could be helpful.

*Linda Owens
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From: SWENDDAL, KRISTIN (DNR) [<mailto:KRISTIN.SWENDDAL@dnr.wa.gov>]
Sent: Wednesday, September 05, 2012 5:14 PM
To: Owens, Linda; Hass, Todd (PSP)
Cc: FERRIS, MELISSA (DNR); Rolfes, Sen. Christine; Wilburn, Gary
Subject: RE: DVRP Policy Dialogue with DNR

Hi Linda,

Melissa is trying to pull together a cost estimate which is hard to do as there is a great deal of variability for removal/disposal costs, depending of each vessel, it's location, what it's made of, etc. She is working on this estimate now, but won't be able to individually assess all 220. We hope to have something for you soon.

Thanks for your support on this effort.

Kristin

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From: Owens, Linda [<mailto:Linda.Owens@leg.wa.gov>]
Sent: Wednesday, September 05, 2012 10:41 AM
To: Hass, Todd (PSP)
Cc: SWENDDAL, KRISTIN (DNR); FERRIS, MELISSA (DNR); Rolfes, Christine; Wilburn, Gary
Subject: RE: DVRP Policy Dialogue with DNR

Todd,

In an email after our August meeting, I asked Melissa and Kristin to provide an estimate of the overall cost to address the existing inventory of 220 vessels. According to the DNR document, "Currently, more than 220 vessels have been reported to DNR as derelict or abandoned. Of these vessels, 20 are over 100 feet in length; the removal and disposal of any one of these vessels would meet or exceed DVRP's annual budget of \$880,500."

It would be helpful to have an idea of the magnitude of the funding problem to address existing inventory.

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From: Todd Hass [<mailto:todd.hass@psp.wa.gov>]
Sent: Thursday, August 30, 2012 4:34 PM
To: Diana Gale; lovelp@sanjuanico.com; moherty@co.clallam.wa.us; olsson@u.washington.edu; hlr@nventure.com; (b) (6); Jerry Joyce; Jeffrey.P.Shaw@conocophillips.com; frank@wspa.org; MMoore@pmsaship.com; (b) (6); Dan Doty; Dale Jensen; jnee461@ECY.WA.GOV; Shayne.cothern@dnr.wa.gov; jsubmits@utc.wa.gov; Ruth.Yender@noaa.gov; Lance.E.Lindgren@uscg.mil; Jeff_Krausmann@fws.gov; lbishop@hcc.net; lisa@skookumshellfish.com; (b) (6); jackbjr@burienwa.gov; jroyer@pmsaship.com; JHellman@washingtonports.org; Tom Leschine; leslie@npfvoa.org; david.sawicki@bp.com; deca@critfc.org; captaindudley@cablespeed.com; president@pspilots.org
Cc: Rolfes, Sen. Christine; Ranker, Sen. Kevin; Wilburn, Gary; Callahan, Jason; Gavigan, Curt; Odano, Jan; Thompson, Sam; (b) (6); Fred Felleman; broadhurst@nwstraits.org; Michael Grayum; martha@kongsgaard-goldman.org; Marc Daily; Chris Townsend; Scott Knudson; Parker, Heather; Kelly.A.Thorkilson@uscg.mil; (b) (6); John Veentjer; ccostanzo@vesselalliance.com; iosa@rockisland.com; Erickssh@wsdot.wa.gov; Larsonp@wsdot.wa.gov; Scott.J.Ferguson@uscg.mil; Bruce.Estok@usace.army.mil; Makowski, Yona; Kathleen.Herrmann@co.snohomish.wa.us; htrim@pugetsound.org; FERRIS, MELISSA (DNR); Byers, David (ECY); Boothe, Myles (Chip) (ECY); Sarah Brace; Owens, Linda; Anthony Wright
Subject: DVRP Policy Dialogue with DNR
Importance: High

Dear Cross Partnership Oil Spill Work Group Members, Alternates, Legislators and Interested Stakeholders:

Members, please read all of this email, as it outlines a strategy that is meant to coordinate efforts and maintain our focus—without necessarily requiring a face-to-face meeting for the Work Group itself.

Earlier this week, the Department of Natural Resources (DNR) invited many of you to participate in

their derelict vessel stakeholder process , and provided a series of pointed discussion questions (see attached: Derelict Vessel Problems/2013 Legislative Proposal discussion document) for which they requested your/our written answers by October 1. DNR also invited many of you to a 1hr (9-10am) meeting in Olympia next Friday, September 7 to discuss same.

In order to best *build* on our Work Group discussions from the August 6 meeting, I have synthesized—my notes on the discussion (and subsequent emails/calls from members), the 2007 Interim Report, and OSAC 2007-2008 Recommendations—into preliminary draft answers to the DNR discussion questions (appended at bottom of the attached, DRAFT August 6 Meeting Summary/Notes).

Rather than bias your feedback to DNR, it is my intent that by providing you all with this synthesis, it will help ensure that: (1) discussions of already-covered issues will progress more quickly and robustly, (2) help expose the issues that we did not substantively evaluate, and (3) provide you with an opportunity to provide me with your edits/suggestions in a common framework to suit both Puget Sound Partnership (PSP) and DNR stakeholder efforts.

It is not yet clear to me to what extent (or when) we will be able to merge these stakeholder efforts. Therefore, at this point, I would like to encourage Work Group members to attend the DNR meeting if they think it's appropriate—especially if they expect to provide their organization's written answers for the October 1 deadline separately from the Oil Spill Work Group.

In the short term, I invite you to provide your edits (and additions/comments) via tracked changes to the attached “preliminary” answers to the appended questions – to *me* (please don't cc 'all'). Note that I have identified many of you by name or affiliation in the attached preliminary notes and paraphrased your statements (sometimes extending them with 'inference by PSP') – please check these for accuracy.

Depending on the timing of your comments, I will consolidate and communicate your responses in future discussions with DNR, and/or ultimately integrate them into a single set of responses/answers from our Work Group to DNR. The latter document would also, of course, eventually serve to inform our recommendations to the Partnership's Leadership Council in advance of the Legislative Session.

Please let me know if you have questions or suggestions on this strategy as we move forward.

Best,

Todd

Todd Hass, PhD

Program Manager: Marine and Nearshore Special Projects

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